




Minnesota Transportation Museum



**MINNEGAZETTE**

January/February 1987

## Editorials

### A Question Of Want

There was a time, oh railfans, when one could travel the land dragging along no more than a suitcase. Four short decades ago a system of rail and highway based services provided two, four, six or more daily frequencies to virtually any point worth a map notation, and to many that were not. They operated on their own revenues under private management long before the term "public subsidy" gained currency.

Anyone having an old **Official Guide** or a good trolley book can spend an evening riding rails to obscure places in the comfort of a living room chair. Aaron Isaacs writes on such idyllic travel in this issue. A nostalgia exercise? Sure, and one that points up how millions of personal choices brought radical change to our region in only a generation. That change is the basis of transportation issues facing communities and businesses today.

Few would disagree that the automobile brought immense benefits as well as some thorny problems. We still are learning to channel the benefits and to solve the problems a century after the horseless carriage appeared. Throughout the 1950's, '60' and 70's, many Minnesotans bemoaned the loss of public transportation even as we bought ever more millions of shiny new cars. In part, that lament still drives public desire to rebuild at least some forms of public transportation, without facing up to the root cause of its demise.

History shows that since the 1950's, more and more people have chosen to drive farther and more often, not less, and usually alone. We quietly have accepted heavy taxes for public highway programs, but we still believe in general that public transportation should be a private enterprise, the MTC notwithstanding.

A policy that grew strapping geese starved the ganders. Without capital and operating revenue, private operators naturally cut costs by cutting serv-

ice, quit the business, and thereby made the highway an even more attractive choice. What began as a bold vision of the future became a self-fulfilling prophecy that left public transportation decisions largely to default.

Emphasis on highways over three decades brought fuel shortages, traffic jams, larger and chronically overweight trucks, urban sprawl, deteriorating roadways, over-committed highway funding, and withering railroad and mass transit industries. It placed unimaginable burdens on highways and coopted ever larger slices of federal, state and local tax base. Yet since the 1960's, pundits like the **Citizens League** have urged no more than tinkering with present strategy, hoping that somehow the problems would work themselves out.

They have not, but instead each year have compounded themselves. Last month retiring Transportation Commissioner **Dick Braun** warned that under current spending, we are replacing our state highways at an average interval of

### Membership Elects 1987 Officers

The following members were elected to 1987 Museum office at the 1986 Annual Meeting:

<b>President</b>	- Eugene Corbey
<b>Executive VP</b>	- Robert Renz
<b>Secretary</b>	- David Norman
<b>Treasurer</b>	- Russell Olson
<b>VP Traction</b>	- Kurt Allen
<b>VP Stillwater</b>	- John Stein
<b>VP Railroad</b>	- Kenneth Snyder

**Arthur E Pew III** has been re-appointed to serve as Director At Large.

The **1987 Nominating Committee** also was elected to consist of **Michael Buck, Scott Heiderich** and **Ward Gilkerson**.

### Calendar Of Events

Please note the dates and locations of Museum membership meetings for 1987 listed below. The **Minnegazette** may not always arrive in time to notify members in advance of particular meetings. Please also watch this column throughout the year for excursions and other events as they are scheduled.

**March 24:** Membership meeting, 7:30 p.m., **Park Center Senior High School**, 7300 Brooklyn Blvd., Brooklyn Park.

**May 26:** Membership meeting, 7:30 p.m., **Jackson Street Roundhouse**, 193 E Pennsylvania Avenue, St Paul. **Bring a lawn chair.**

**July 28:** Membership meeting, 7:30 p.m., **Jackson Street Roundhouse**, 193 E Pennsylvania Avenue, St Paul. **Bring a lawn chair.**

**Sept 22:** Membership meeting, 7:30 p.m., **Air National Guard Auditorium**, Fort Snelling.

**November 24:** Annual Membership Meeting & Election of 1988 Museum Officers, 7:30 p.m., **Northwestern National Life Building**, Washington & Marquette Avenues, Downtown Minneapolis.

### About The Cover

Nothing on Twin City Lines' system topped the **Selby Avenue Tunnel** in St Paul for pure intrigue. Opened in 1907, 1,500 feet long and climbing a 7 percent west-bound grade, the bore replaced a cable car line that climbed a 16 percent grade on the surface and on the same alignment, its route visible to the right of the stone retaining wall. An east-bound **Selby-Lake** car eases out of the tunnel on March 8, 1951. Above, the St Paul Cathedral, right, and the James J Hill mansion, left, frame the scene. **Minnesota Historical Society Photo.**



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

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135 years. Heavily used pavement lasts 20 years or less in Minnesota's climate, raising the unsettling questions where the additional money will come from, and how Minnesotans will move products to market and themselves to work come the turn of the century.

Transportation planning today largely is a public and therefore a political process. Most communities believe they "need" better public transportation, as if what they once had somehow should rise from the ashes and be there for anyone choosing to use it. That collides with the reality that public transportation no longer can sustain itself as a wholly private enterprise in head on competition with tax-subsidized trucks and automobiles. Thus, when nostalgia alone drives efforts to revive public systems, the results are unrealistic goals, ineffective public policy and frustration.

The assumption of "need" leads communities to hire consultants whom they hope can show beyond doubt what the "needs" are. These experts endlessly manipulate estimates of cost, benefit, growth and money sources. The aim is to help the community reach rock-solid agreement on specific actions to be taken. The issues, however, mostly are about taxes needed to pay for public investments and subsidies. Just as a person tends to put off his "need" when he learns the cost, so do communities lose their resolve when faced with a tax proposition.

We have learned to disguise many taxes and subsidies so that they are less noticeable, but we all know deep down that a tax by any other name is still a tax. We have not learned to confront the dilemma that a full range of highway and public transportation services probably costs more than we want to pay, and that trade-offs between the two may be needed if we want to have both.

"Need" usually is not what drives us to buy a new automobile, and it probably is the wrong starting point for discussing public transportation. The first question is the one we never quite answered thirty years ago: do we "want" an alternative to the automobile enough support it, and more important, to pay for it? Only the public can answer that; not pundits, consultants or even public officials.

If there is a real "want," then we productively can discuss our many options for choosing transportation investments: more for highways, more for public transportation, some combina-

tion of the two, or more of the status quo. That determination amounts to strategy for a future that all of us can and will effect, and with which we and our children will have to live.

## Aaron Volunteers

**Aaron Isaacs** has joined the **Minne-gazette** as Feature Editor. He doubles the size of the staff while not affecting the payroll. Aaron is a talented writer, photographer and historian who has brightened these pages many times in the past. He has a strong professional and historical knowledge of transportation, and a talent for answering questions few though to ask. He deserves a round of thanks for giving his time and abilities.

It takes more than two to publish this magazine. MTM members are taking up the challenge by contributing more and more new material to the **Minne-gazette** from attics and archives you are taking the time to search. That material is being collected and organized as a permanent resource for future Museum and community use.

Our magazine's reputation rests on your efforts which all of us deeply appreciate. You, the Museum's membership, surely make the editors' jobs more enjoyable. Aaron and I ask you to keep up the good work, and to contact either of us with your ideas.

**Bill Graham**  
Editor

## No Hiding A Bus

Are we becoming a nation of bus-chassied, ersatz trolleys? Every "revived downtown" and "festival market place" in the land seems to have them - jolly-bus trolleys pretending to be what they are not. Ironically, just about every city sporting these units once had the real thing complete with overhead and tracks. What would those alleged progressives of the 1940's and '50's think if they could see modern buses in the 1980's disguised as their much-hated trolley cars?

It makes me wonder whether cities are regretting past errors, covering their tracks as it were, with these embarrassing buses in streetcar attire. "A bus by any other name doth not smell as sweet."

**Terry Warner**

## President's Message

Happy New Year! For MTM, it's off to the races again in 1987. Please send in your dues renewal if you have not already. We have many new projects on the burner this year, and we want you to stay with us.

We intend to establish the first stage of a permanent exhibit at **Jackson Street Roundhouse** this year. We need to establish a museum identity and presence on the property, in order to spark interest in the community and among potential large donors. It will be a small beginning from which we can build in the future. We do not know as yet just what form this work will take, but **Bob Renz**, **Art Pew** and the **Jackson Street Advisory Committee** are carefully screening the possibilities. Whatever we undertake will require a lot of active help from MTM members. More important, it needs your financial contribution whether it be small, large, or anything in between.

**John Stein** is planning for regular operations at the **Stillwater site**. It now looks good for having our ex-CB&Q doodlebug car, No 9735, running by Spring. Our new acquisition, LST&T switcher No 101 is running and will serve as back-up power for Stillwater. Piles of ties and rails will be arriving at Stillwater from the former **Burlington Northern** yard at Waite Park, MN.

Not to be outdone, the **Como-Harriet** crews are pushing the work hard on DSR No 78, and cold weather is not slowing them down. New parts keep arriving, and the project is moving faster than anyone thought possible. Track work this spring will dress up our line to look like Minneapolis' answer to the North Shore Electric.

The **Railroad Division** is finishing up the work on NP 328. They have begun restoration of **Duluth, Missabe & Iron Range** coach No 30, and plan to have it also ready for service this summer. When Stillwater's doodlebug is done, they will resume work on NP 2156.

All this can make 1987 a good year for MTM. Please renew your membership and join in. Volunteers are the ones who make it happen.

**Gene Corbey**  
President



# 1986 Financial Statement

Minnesota Transportation Museum, Inc.

	GENERAL FUND	RAILROAD FUND	TRACTION FUND	ROUNDHOUSE FUND
<b>Income</b>				
Fares		21,483	21,674	
Donations & Grants	351	30,297	6,403	80,907
Dues	14,936			
Rentals				14,575
Other	1,683	3,528	4,630	8,624
<b>Total Income</b>	<b>16,970</b>	<b>55,308</b>	<b>32,707</b>	<b>104,106</b>
<b>Expense</b>				
Operations		34,248	9,620	55,774
Depreciation		17,093	5,880	28,596
Minnegazette	10,289			
Fund Raising				25,536
Administration	7,098	2,453	1,243	791
Insurance		9,050	3,666	9,231
Interest		885		87,606
<b>Total Expense</b>	<b>17,387</b>	<b>63,729</b>	<b>20,409</b>	<b>207,534</b>
<b>Net Income (Loss)</b>	<b>(417)</b>	<b>(8,421)</b>	<b>12,298</b>	<b>(103,428)</b>
<b>Equipment Purchase/Restoration</b>		5,201	5,320	
<b>Assets</b>				
Cash	9,089	14,681	33,356	33,271
Receivables & Inventories	8,425	1,626	13,046	8,069
Property & Equipment - Net		506,506	129,088	818,273
Other		4,330	2,274	1,591
<b>Total Assets</b>	<b>17,514</b>	<b>527,143</b>	<b>177,764</b>	<b>861,204</b>
<b>Liabilities</b>				
Account Payable	1	12,706	531	48,816
Notes Payable		14,000		1,009,006
Deferred Income	2,040	14,543	2,205	
<b>Fund Balances</b>	<b>15,473</b>	<b>485,894</b>	<b>175,028</b>	<b>(196,618)</b>
	<b>17,514</b>	<b>527,143</b>	<b>177,764</b>	<b>861,204</b>

Russell L Olson  
Treasurer

## Board Of Directors

At its meeting of December 16, the Board of Directors took the following actions:

1. Accepted a bid for sale of barrel-handling equipment located at **Jackson Street Roundhouse**.

2. Awarded a lifetime membership in the Museum to **Casey O'Neal** in grati-

tude for large contributions received from the **O'Neal Foundation**.

3. Accepted a proposal by the **City of Waite Park, MN**, for the Museum to salvage rails and ties from a redevelopment site.

4. Authorized **Doris Voligny** to file suite in conciliation court on behalf of the Museum to recover funds owed by two former members.

## Next Membership Meeting

The next general membership meeting will be held **March 24, 1987, 7:30 p.m.** at **Park Center Senior High School, 7300 Brooklyn Boulevard, Brooklyn Park, MN**. Audio/visual presentations will follow the meeting. **Mike Buck** will show his new video tape program on the Como-Harriet Streetcar Line. Members are invited to bring slides, 8 or 16 mm films or VHS video tapes of their own.





Where IDS Tower stands today, traffic converges from 8th Street (left) and Marquette Avenue (right) on March 22, 1946. Replacements for "War Department Chevies" still much in evidence soon would arrive as would new PCC streetcars from St Louis. Dayton's Department Store far left is the only building in photo still standing since Northwestern Bank building (top right) burned in 1983. Norton & Peel Photo Courtesy of Minnesota Historical Society.

## Photo Caption Corrected

Member **Herb Pinske** corrects the top coach yard photo caption appearing on page 19 of the last **Minnegazette**. A retired long-time Milwaukee Road employee, Herb reports that the yard along Washington Avenue was used only twice to store coaches, in 1937 and 1947, both during national **Shrine** conventions. The photo dates from 1947 when some of the out of town visitors boarded in the sleepers and took their meals in a temporary kitchen set up in the fruit express house which still stands on the site.

Herb recalls temperatures hovering in the 90's. The Milwaukee Road kept him and others replacing ice in the air-con-

ditioners and maintaining electric power in the cars. The Shriners opened their kitchen to the railroad workers where they served free cold beer each afternoon. This was an instant hit that got some of the railroaders in trouble with their wives for over-long happy hours while the convention was on. Thanks, Herb, for the story.

## Minnegazette Deadline

Please send photos and articles for the **March/April Minnegazette** to the Editor by February 20, 1987.

## Mehlenbeck Contributes Photos

Member **Bob Mehlenbeck** of Albuquerque, NM, has provided fifteen more rare photos to the **Minnegazette** archives. Bob is one of the early railfan photographers whose work around the Midwest dates from the late 1920's. Much of MTM's **Twin City Rapid Transit Company** collection came from Bob, who says his real interest is steam roads.

Two photos from Bob's latest donation appear in this issue. Future editions will carry such goodies as an NP Challenger headed for the 1948 Chicago Railroad Fair under Illinois Central catenary, and a C&NW streamlined Hudson shaking the ground in Iowa.

## Museum Receives TCL Employee Archives

The **Metropolitan Transit Commission** has donated to MTM the employee records of **Twin City Rapid Transit Company** dating from 1914 through 1971. These are an important addition to the Museum's extensive collection of historical TCRT documents. **Dorothy Mutch** of the MTC's Training Department and member **John Dillery** arranged for **Russ Olson** to take custody of the records until permanent museum space is available.

They comprise several bound books and seven drawers of index cards listing chronologically the employment date, name, badge and rulebook number, station assignment and whether the employee was a motorman or conductor. One book lists women operators from 1943 to 1954. Others cover employees leaving the service between 1918 and 1954, the reason for their leaving, and remarks about their service records. Some of the index cards date as far back as the 1890's.

Relatives of former employees regularly have asked the MTC and the Museum for information about family members. Russ Olson will answer these requests as soon as he obtains record boxes to make the files more easily accessible. Eventually these and other Twin City Lines archives will be housed at **Jackson Street Roundhouse** where they will be available for research.

In a related note, **Barney Olsen** will receive 1952 training films on behalf of the Museum, prepared by **General Mo-**

**tors** for bus operator candidates. The films may bring bitter-sweet memories for some but quicken the hearts of bus buffs.

Thanks to **Dorothy Mutch** and the MTC for preserving these records of the people who ran the streetcars. Thanks also to **Russ Olson** for protecting the company papers for so many years.

FORM 286 2M 2-50. TCL

APPOINTMENT CARD

177

NAME NELSON EDWIN H. BADGE NO. 1881

379148 6-20-46 8-1-46

APPOINTMENT NO. 422222 DATE 8-8-51 EMP. 8-8-51

RULE BOOK NO. 770 Trf 770 LOCKER NO. BONUS DATE 6-20-46

D. F. NO. 13888 470-20-5185

Trf from NS to LS SOC. SEC. NO.

NOTE temporarily DATE OF BIRTH 9-7-24 MARRIED SINGLE M Supt. OF EMPLOYMENT

PERMANENT STANDING EAST SIDE 3-22-52

REASON FOR LEAVING Did not wish to qualify as a bus driver - a rail fan. Nelson continued as an operator until conversion to bus was completed. Accident & public relations record above average. Pleasant personality and disposition.

DATE 6-18-54 R. F. Gilyard

LAST DATE IN TRAIN SERVICE 6-19-54 DIVISION SUPT.

Ed Nelson's employee card is among Twin City Lines records consigned to MTM. Ed wrote "Interurbans Special Bulletin No 14" published in 1953, for many years the only detailed history of the company. He moved to Toronto after the TCL abandonment, worked for the Toronto Transit Commission, and since has lost touch with Twin Cities railfans.



A few post-war automobiles show up in this June 12, 1947, photo looking east on 5th Street toward Nicollet, Minneapolis. Rand Tower and Soo Line Building in distance and J C Penney Building still stand. Norton & Peel Photo Courtesy of Minnesota Historical Society.

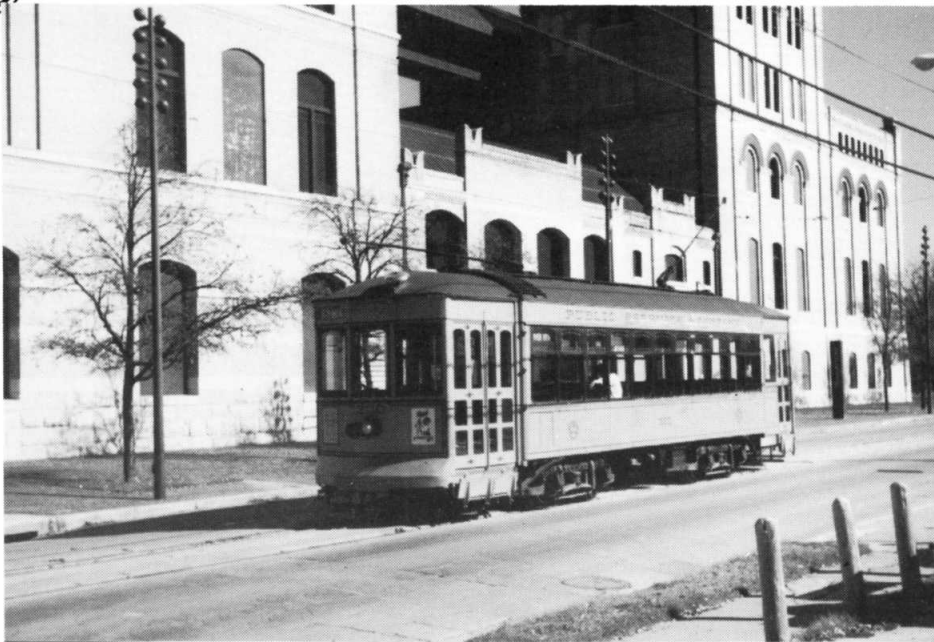
## Deep In The Heart Of Texas

### San Antonio Streetcar Returns

- Terry Warner

The Alamo comes to mind when people think of history in San Antonio, but it also has a unique restored streetcar line similar to MTM's own. Big yellow and green Car No 300 awaits your riding pleasure at the **San Antonio Art Museum**, formerly the Lone Star Brewery building, located near the intersection of Interstate 35 and US Hwy 81. I rode the line this Christmas while visiting relatives, and found it worth the visit.

The American Car Company built No 300 in 1913. It was modernized with brass window sash in 1920, but other-



Sparkling San Antonio Public Service Car 300 passes San Antonio Art Museum housed in former brewery, December, 1986.



Interior of Car 300 shows pains-taking restoration. Terry Warner Photos.

wise retains many of its original features. It is a "double-ender" with full controls at either end, cherry wood walk-over seats, etched glass upper windows, and a "No Spitting" sign to complement its 1930's car cards. The exterior is sheathed in steel to protect from the hot summer sun and humidity.

LW "Smitty" Schmidt was operating the car during my visit. A volunteer conductor was aboard to change poles at the end of the line and to help board passengers right from the street. Smitty has a wealth of knowledge about the li-

ne's history which he happily shares in true Texas hospitality. He was amazed to hear about MTM's cars, particularly that we are rebuilding a car as old as No 78.

The line presents a unique blend of traction settings along its one-mile length. From a connection with the Southern Pacific mainline, the track runs straight down the middle of a street for several blocks. It then curves onto a private right of way, crossing a substantial trestle into the Pearl Brewery complex where two immaculate 65-

year-old freight motors await scrutiny. These bright yellow veterans still haul freight cars to the brewery over the electrified line, which is why it escaped abandonment long ago.

San Antonio's original streetcar system operated on narrow, four foot gauge track and was abandoned quite early, in 1933. Car No 300 was preserved completely intact, outdoors at the Witt Museum. Its motors and electrical gear went to a World War II scrap drive, and by 1980 its condition was badly deteriorated.

Restoration of the car began in 1981 when the body of another car, No 311, was rescued from a hobo jungle to provide parts and components. A pair of five foot two inch gauge Brill trucks were obtained from New Orleans Public Service and re-gauged to standard for operation on San Antonio's brewery trackage. The replacement trucks look as authentic as if No 300 always had them. Volunteers brought No 300 back to life by 1983, replacing the leaking roof, rotten window posts and fire-charred woodwork. Plans call for restoring Car 311 as a back-up car in the future.

Visitors to San Antonio definitely should ride the brewery line as part of their tour itinerary. It is another fine example of a community restoring a piece of its history.

## Como-Harriet Video Tape Offered

A new video tape program of Twin City Lines and the Museum's streetcar action at Lake Harriet now is offered for sale to the public. Prepared by Mike Buck, the 20-minute program is a captivating mix of early city car scenes and Como-Harriet action shot in 1986. Following the program is a 23-minute bonus of out-take footage not used in the program. One sequence takes viewers for a ride on the Traction Division's new "soda motor," preceeding Car 1300 on a run from 42nd Street to Lakewood stop.

All sale proceeds from the tape will go to the Museum's Traction Fund. The cost is \$54.50 post-paid, plus six percent sales tax for Minnesota residents. Orders should include a check payable to Minnesota Transportation Museum Inc mailed to:

**Michael Buck**  
3101 E Calhoun Blvd, Apt 303  
Minneapolis, MN 55408.





Seen from drawingroom window of The Milwaukee Road's "Morning Hiawatha," Twin City Lines PCC Car 312 turns east onto Washington Avenue, Minneapolis, headed for St Paul about 1951. Mike Buck Collection.

## Development Of Jackson Street Roundhouse To Begin

### Exhibit Plans Taking Shape

The Museum will establish a first-stage exhibit and workshop this year at Jackson Street Roundhouse, according to President **Gene Corbey** and Director at Large **Art Pew**. This spring, MTM plans to acquire a small parcel of land needed for rail access, and to install a new connecting track from the former Great Northern mainline into the site. Plans also call for construction of additional storage and exhibit tracks on MTM's property.

Planning for indoor exhibits centers on the garage addition to the Roundhouse and on adjacent land to the west of the building. The garage was built after Great Northern Railway vacated the Roundhouse, and occupies the inner face of the building near the turntable pit. Under consideration for temporary

exhibit space are the garage bay itself and a permanent storage and workshop building to be erected on adjoining land. Funding for these improvements is being identified.

Until recently, MTM had hoped to occupy and renovate the locomotive servicing bay in the roundhouse. The Museum's mini-storage tenant, however, requested this bay for its use, and so planning shifted to the garage area. Rents from the tenant are needed to help underwrite the Museum's payments on the property.

Current plans call for locating a permanent Museum office and meeting room in the Roundhouse, along with archives, photographic collections and other materials for public exhibit. Also under consideration is an exhibit of two or more of the Museum's oldest items of rolling stock, such as the office car "**Grand Marais**" and the century-old CB&Q caboose.

Planning for the first-stage development is being pushed as rapidly as possible. The work is expected to require a great deal of volunteer help from Museum members. Details will be carried in the *Minne Gazette* as they develop, and announcements are expected at the March 24 membership meeting.

### Fund-Raising Slowed

Two local foundations recently turned down large grants requested by the Museum to help reduce debt on the property. Several smaller foundation grants have been received, however, and there is some chance that the two who declined will approve smaller grants later in 1987.

Art Pew called the foundation response to date disappointing, but he believes it will delay though not derail the Roundhouse project. Regular income

from tenants and development of first-stage exhibits in the Roundhouse this year will strengthen MTM's case for continued funding appeals.

## Member Subscriptions Still Needed

Museum members have been urged to pledge whatever financial support they

can afford to the Roundhouse project. Many have, but many more have not. Member pledges continue to be needed urgently to help secure larger contributions from donor organizations this year. As expected, large donors have asked for information on this aspect of the fund drive, and the Museum's less than total response so far may explain the same response by the foundations.

**Again, the amount a member pledges is less important than the fact that he or she has pledged. If you have not already done so, please pledge any amount you can now, regardless of the amount.**

Although progress at Jackson Street will be slower than hoped, the project is moving ahead. This will be the year for members to pitch in with their time, talent and dollars.

## Help Wanted

### **The Stillwater & St Paul Railroad**

*A Division of Minnesota Transportation Museum, Inc.*

The S&StP, "Route Of Greenery & Scenery," will operate scheduled Passenger Trains in 1987 from mid-May through mid-October.

If you wish to assist in this Worthy Endeavor, please contact the General Manager without delay. All interested persons will be considered for a position, and many are still open! Your past work with MTM will not automatically get you a job with the S&StP. *You must contact the present Management!*

### **We Solicit Your Attention . . .**

**Benefits** - None

**Rewards** - Enjoyment & Satisfaction from helping the Public to Enjoy themselves; preserving America's Heritage; learning and preserving old crafts and arts; *Building a Museum important to the Stillwater & St Croix Valley Communities.*

**No Experience Needed** - We will fit the positions to your Interests & Talents, and we will teach you what you want to learn about Rail Transportation and operations. We want only your Interest and Desire to help.

**Costs** - All volunteers must become members of the *Minnesota Transportation Museum* at a small cost. Some training programs may require class and Reference Materials at nominal expense. Positions dealing with the Public require appropriate clothing. Some personal Safety Equipment may be needed for certain duties.

**Time Commitment** - You may put in as much time as you wish. Regular Saturday and Sunday operations will be your greatest Opportunity to participate. You may put in as little as a half day each month, or every weekend, or assist with Special Runs during the week, or work on Construction and Maintenance at any time.

**Many Positions Still Open** - Interested Members may qualify for one or several positions as Time, Interests and Talents permit. Some of the positions are:

Bridge & Building Manager  
Construction Worker  
Financial Manager  
Passenger Car Attendant  
Engineer  
Train man/woman  
Dispatcher  
Engine Wiper/Oiler

Personnel Manager  
Crew Caller  
Advertising Manager  
Real Estate Manager  
Railroad Liaison  
Storekeeper  
Roadmaster  
Gandy Dancer

Shop Foreman  
Stationmaster  
Money Handler  
Ticket Agent  
Training Director  
Postmaster  
Waite Park Liaison

*And Many Others . . .*

**Please Contact . . .** John L Stein, General Manager  
Stillwater & St Paul Railroad  
2302 Brewster  
St Paul, MN 55108

## Stillwater Policies Announced

As General Manager of the Stillwater Division and a new Director of the Museum, I have picked up on a few habits we have developed that are not clearly the best practices. The winter non-operating season is a good time to look at some of these and adapt new ones to ensure good safety and business practices for next summer. The following policies will apply to the Stillwater operating site:

### **General Policies**

Since safety must be of primary concern in all our operations at Stillwater, this first policy is a must:

**1. The General Manager of the Stillwater & St Paul Railroad must be contacted for approval to run any piece of equipment on the railroad before any movement may take place. He must be notified of the name of the crew foreman, the date and hours of use of the track, and the portions of the line to be used. Track maintenance crews will advise the nature of their planned work, and of any other conditions which might affect other operations on the line. During specified periods, the General Manager may delegate this responsibility to a dispatcher.**

We are starting out at Stillwater on a minimum budget, and we must exercise strict financial controls to stay within our budget. We cannot predict our fare revenues from this operation, so if you don't want to pay for an expense yourself, you need to get prior approval of it.

**2. All expenses to be charged to the Stillwater & St Paul Railroad must be approved beforehand by the General Manager.**

Because we want to time the release of news items with events as they occur, we do not want excessive contacts with



Duluth & Northeastern R.R. was a nation-wide mecca for steam fans into the mid-1960's, operating daily mixed trains between Cloquet and the DM&IR connection at Saginaw, MN. Passenger tickets at 92 cents each were sold for the caboose, and engine cab rides were negotiable. Here D&NE No 27, ex-Duluth Missabe & Northern Class C-3 No 348 (2-8-0, Pittsburgh, 1907), clears out the Saginaw yard in March, 1962. Engine went to Lake Superior Museum of Transportation & Industry. Bill Graham Photo.

the news media without prior approval. If an incident occurs on our line that draws media attention or causes controversy, we want to be sure the Museum's position is presented as fairly as possible.

**3. Only officers of the Museum may speak to the news media for the Museum or the Stillwater & St Paul Railroad. If events occur that may be controversial and if you wish to make a statement even as an eye witness, simply request the interviewer to contact one of the MTM officers for information. Then immediately contact the museum officer relating all details of the event.**

Similarly, it is the Board of Directors who are responsible for the direction of the Museum. The acquisition of equipment and making of contracts must be under Board supervision.

**4. Only MTM officers may enter into contracts, written or unwritten, on behalf of the Museum or the Stillwater &**

**St Paul Railroad. The officers may delegate responsibility for negotiation of specific contracts. However, the Board of Directors will have final authority to approve such contracts. All members are asked to contact the General Manager before initiating any contacts, conversations or correspondence in the name of the Stillwater & St Paul Railroad.**

Finally, we need to record the amount of volunteer time spent on construction, maintenance and operation of the Museum. This is useful for our own estimating of time, interest and commitment to various projects, both present and future. It also indicates to funding providers the interest of our people and our ability to get a job done.

**5. Superintendants and foremen will keep a daily log of all persons assisting them, indicating each person's name, the time he or she started on duty and the time leaving duty.**

John L Stein  
VP - Stillwater

## Railroad Division Gears Up For '87

### Code Training To Be Offered

All members who wish to work in Railroad Division operations this year must pass an examination in the **General Code of Operating Rules**. This is needed to ensure safety. Member **Ward Gilkerson** will present a class in the Code beginning **Saturday, February 14** at 7:00 a.m. in the second floor classroom of Amtrak's Midway Station, St Paul. The course will consist of about five sessions in classroom work and on the ground practice. Each session is expected to last about three hours. Code books and a study guide are available by contacting **Ken Snyder**.



## Equipment Programs Gather Steam

The pace of equipment restoration has picked up over this mild winter. Members have been gathering at the **Minnesota Transfer Railway** Roundhouse in St Paul on Wednesday evenings and Saturdays to work on several pieces needed for service this year.

One group is working hard on the CB&Q doodlebug car No 9735 to get it running so that testing and training can begin. **Scott Wardrope** and others have re-assembled the diesel engine, and have turned their attention to auxiliary equipment. The cooling and fuel systems and draft gear assemblies have received the most attention. Many years of deferred maintenance is the bug's biggest problem, but hopes are high to have the car running by Spring.

Engine 328 will have shims applied to its chassis springs, followed by installation of the brake rigging. Recently purchased LST&T diesel switcher No 101 had one cylinder liner replaced. It now is in regular use around the shops, and will serve as back-up power at Stillwater.

Another crew has turned to restoring **Duluth, Missabe & Iron Range** coach No 30, purchased in 1982. Plans call for re-opening of windows blocked out for maintenance of way service, and refinishing of mahogany woodwork concealed under layers of gray paint. The coach needs a set of seats which may be borrowed from **Rock Island** coach No 2529. Areas of the roof and vestibules need patching, but the restoration crew expects No 30 to be available for service this Summer.

Members are urged to turn out wearing old clothes and help push these projects ahead. Spring will be here before we know it.

## Traction Report

### Earn Your Volunteer Patch This Spring

Museum members who work at the **Como-Harriet Streetcar Line** receive satisfaction as well as an attractive cloth patch that may be worn on jackets or coveralls. Those members who have not participated but wish they had may earn their patch this Spring. We have big plans to upgrade our track, and naturally we want to enlist any and all volunteers old and new.

The project this Spring will replace dirt ballast with crushed rock under a 1,500-foot section of track. We also will resurface and realign track through the "S" curve in the Glen in order to improve tracking and reduce wear to rails and wheel flanges.



Burlington Northern business car of President Thomas J. Lamphier waits at Duluth Depot on tail of Amtrak's "Northstar," December, 1978. Dinner fragrances waft from the galley for a fast ride to St Paul, as wheels kick up snow through a cold Minnesota night. Bill Graham Photo.

We need to complete the project by early May so that operator training and regular service can begin on schedule. The heavy work will be contracted to BMC of Blaine, MN. Before they begin, however, MTM members will need to remove the old dirt ballast to a depth of two inches below the bottom of the ties. That is where you will have the rare opportunity to sharpen up your shoveling skill and to earn your patch.

As Roadmaster, I ask those of you who have not previously volunteered to work on track to commit to at least **one Saturday** to the project this Spring. Ties last longer in rock ballast than in dirt, and rail joints are more stable. Your special effort on this project will reduce the need for track work in the future. If you have questions on this project or wish to volunteer, please feel free to call me at 484-7512.

**George K Isaacs**  
CHSL Roadmaster

## Book Sales Hold Strong

The Museum's inventory of **ELECTRIC RAILWAYS OF MINNESOTA** was down to 367 copies in January from the 3,000 printed in 1976. Museum members may purchase this 570 page book for the discounted price of \$23.80 post paid. The retail price to non-members is \$29.95 plus six percent Minnesota sales tax. If you wish to replace your worn out copy, or if you have not yet bought one, now is a good time to get one while we still have them. A check payable to **Minnesota Transportation Museum Inc** will get you your copy, mailed to:

**George K Isaacs**  
682 W Sextant Avenue  
St Paul, MN 55113.

## Caps Available

**Mike Buck** has **TWO** new motorman' caps unclaimed from last year's order. They are sizes 7-3/8 and 7-5/8, of the 1920's pillbox style with open cane sides. They cost \$30.00 each, and checks should be payable to the Museum. Please contact Mike if you want one.

## 1987 CHSL Questionnaire

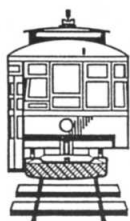
The Traction Division has mailed questionnaires to those members who in past years have participated in the traction exhibit. The questionnaires tell us about members' availability, particular skills and interests.



CHSL carbarn crew tries out new end platform of Car 78 while taking time out for coffee, cookies and a group picture on December 17, 1986. L-R top row: Keith Anderson, Loren Martin, Jay Halvorson, Bill Graham, Gene Corbey, John Prestholdt. Center: Ray Bensen Sr, Larry Schreiber. Lower row: Bob Dumas, Roy Harvey, Mike Buck, Ted Kane, Gene Hickey, George Isaacs and Duane Hassig. George Isaacs Photo.



As weather moderated, Loren Martin, Bob Dumas and Keith Anderson glue last course of side paneling to Car 78 at Linden Hills barn, Minneapolis, December, 1986. Mike Buck Photo.



## VOLUNTEER

COMO-HARRIET  
STREETCAR LINE

We need to enlist new participants each year to replace those who drop out. The streetcar operator training course will be offered again beginning in April. It requires about ten hours spread over several evenings of classroom and on board training. New participants also are needed to help with publicity, charter operations and maintenance of

cars, track, wire and grounds.

**Any and all MTM members who want to participate in 1987 are welcome and encouraged to volunteer.** The Como-Harriet Streetcar Line is purely for the fun of it, and we want you to join in. Running a streetcar is easy once you get the hang of it. If you wish to receive a survey questionnaire or know someone who might, please drop a note or postcard to **Mike Buck** at your earliest convenience. No phone calls please.

**Kurt Allen**

VP - Traction Division

## Observations

- Steve Glischinski

## DM&E Gets Started

The **Dakota, Minnesota & Eastern**, Minnesota's largest shortline railroad, is restoring a high level of service to rail lines that have seen steady decline in the past two decades. The new road began operation on September 5, 1986, from a **Chicago & North Western** connection at Winona to Rapid City, SD. Branches extend from the mainline to Plainview, MN, Watertown, SD, Oakes, ND, and Onida, SD. The line also serves the small town of Comfrey, MN, from Sanborn on C&NW's Sanborn to Mason City branch. In addition, the new railroad obtained trackage rights over the C&NW from Waseca to Mason City via the ex-M&StL route through Albert Lea.

The DM&E's mainline has an historic past. Originally part of the **Winona & St Peter Railroad** built in the 1870's, the line became the C&NW's mainline from Chicago through South Dakota. North Western once played on the Black Hills tourist trade, operating passenger trains with exotic names such as "Rochester & Black Hills Express." In 1950, North Western extended streamliner service to Huron and Rapid City by introducing the "Dakota 400" from Chicago to Rapid City, over 800 miles. This train had a short life as passenger trains go. It was cut back to Mankato, MN in 1960 and discontinued in 1963 when the railroad purged all "400's" west of Madison, WI.

Throughout the 1960's, service on the line deteriorated as did the right of way, while enthusiast interest increased thanks to use of rare 244-engined Alco's and four C425 units added to the roster



The only clear interior photo found so far of a LaCleda-built car from Duluth Street Railway, taken in St Cloud around World War I. Photo shows details helpful for finishing DSR/MTM No 78. Thanks to Joel Hutchinson for locating it. Loren W Fowler Photo.





Dakota, Minnesota & Eastern's Winona turn makes 40 mph with assorted power near Byron, MN. Former C&NW route carried "Dakota 400." Bob Ball Photo.

in 1966. All-Alco powered freights became legendary, and fans from across the country descended on Waseca and Huron in search of the beasts from Schenectady. In the late 1970's, North Western even added ten ex-New York Central RS32's to the fleet, picked up used from Conrail.

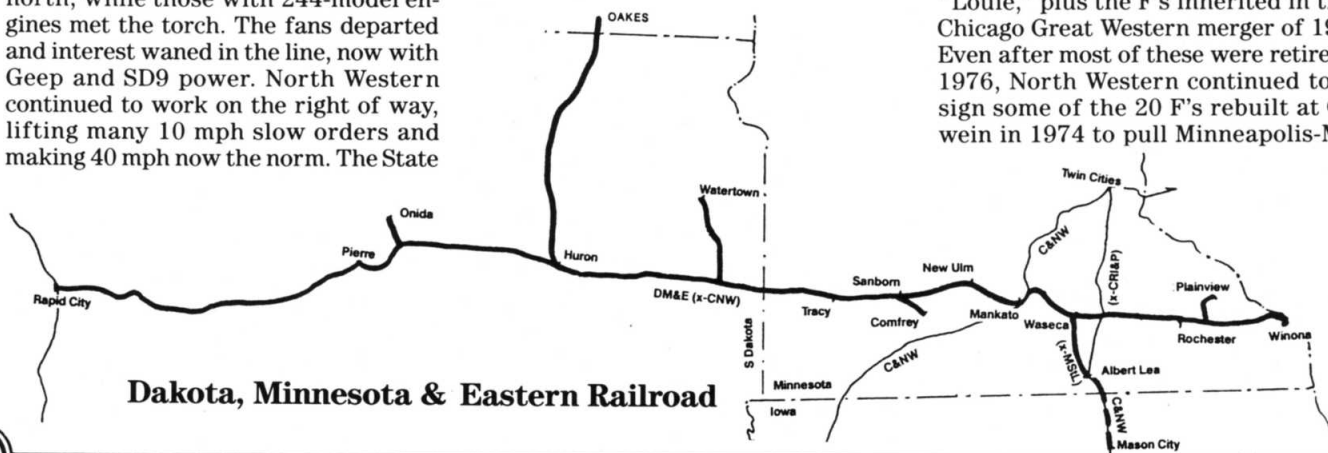
North Western consolidated its Alco fleet in Upper Michigan in 1982, where its ex-Norfolk & Western C628's are based. All the newer Alco units headed north, while those with 244-model engines met the torch. The fans departed and interest waned in the line, now with Geep and SD9 power. North Western continued to work on the right of way, lifting many 10 mph slow orders and making 40 mph now the norm. The State

of Minnesota and shippers even pitched in to rehabilitate the Plainview branch, averting abandonment of service to that community.

While the Alco's got the attention, the old M&StL line south of Waseca was not ignored, either. Originally part of the "Louie's" Minneapolis to Peoria mainline, the route through Waseca hosted a variety of passenger trains during its lifetime. The Minneapolis to St Louis "North Star Limited," operated in con-

junction with the **Wabash**, used this route until discontinuance in the 1930's. M&StL's RDC's and elderly GE motor cars, trailing the Louie's only stainless steel coaches, could be found making the run south out of Minneapolis until passenger service ended in 1959. North Western purchased the M&StL the following year.

The line became famous under C&NW control, again because of motive power: F units from the North Western and "Louie," plus the F's inherited in the Chicago Great Western merger of 1968. Even after most of these were retired in 1976, North Western continued to assign some of the 20 F's rebuilt at Oelwein in 1974 to pull Minneapolis-Mar-



Dakota, Minnesota & Eastern Railroad

shalltown freights. Even the Albert Lea to Montgomery local turn occasionally rated F units, sometimes also getting an Alco which strayed out of Waseca.

The end for the M&StL as a through route came with the leasing of the **Chicago, Rock Island & Pacific** "spine line" in 1980 connecting St Paul to Kansas City, and North Western's purchase of it three years later. The M&StL no longer was needed as a through route, nor was the old CGW line farther east. In 1985 the Louie was broken when rails were torn up from Waseca to Montgomery.

A recent visit to the Dakota, Minnesota & Eastern revealed improvements in service over these historic lines, as the new shortline seeks to profit from routes that were marginal under C&NW control. The railroad has reopened the Waseca depot as its operating base in southern Minnesota. The road is headquartered in Brookings, SD, where train dispatchers are located. Another open depot is at Tracy, where crews changed coming from New Ulm and which is a crew base only without an open agency.

Several trains operate daily out of Waseca. An eastbound to Winona leaves each morning, turns around and heads back to Waseca immediately, sometimes

with a single crew. Trackage between Waseca and Owatonna currently is limited to 10 mph, but the rest of the route is good for 40 mph operation. Another train heads west to New Ulm daily, interchanging with C&NW at Mankato where considerable delay is encountered due to North Western traffic. Also daily is a turn south over the former M&StL to Mason City, using the spine line south of Albert Lea. The Mason City turn also works local industries between Waseca and Albert Lea where the current speed limit is 10 mph. Speed up to 50 mph can be reached on the spine line south of Albert Lea. On weekdays, a local works east from Waseca to Lewiston and also works the Plainview branch.

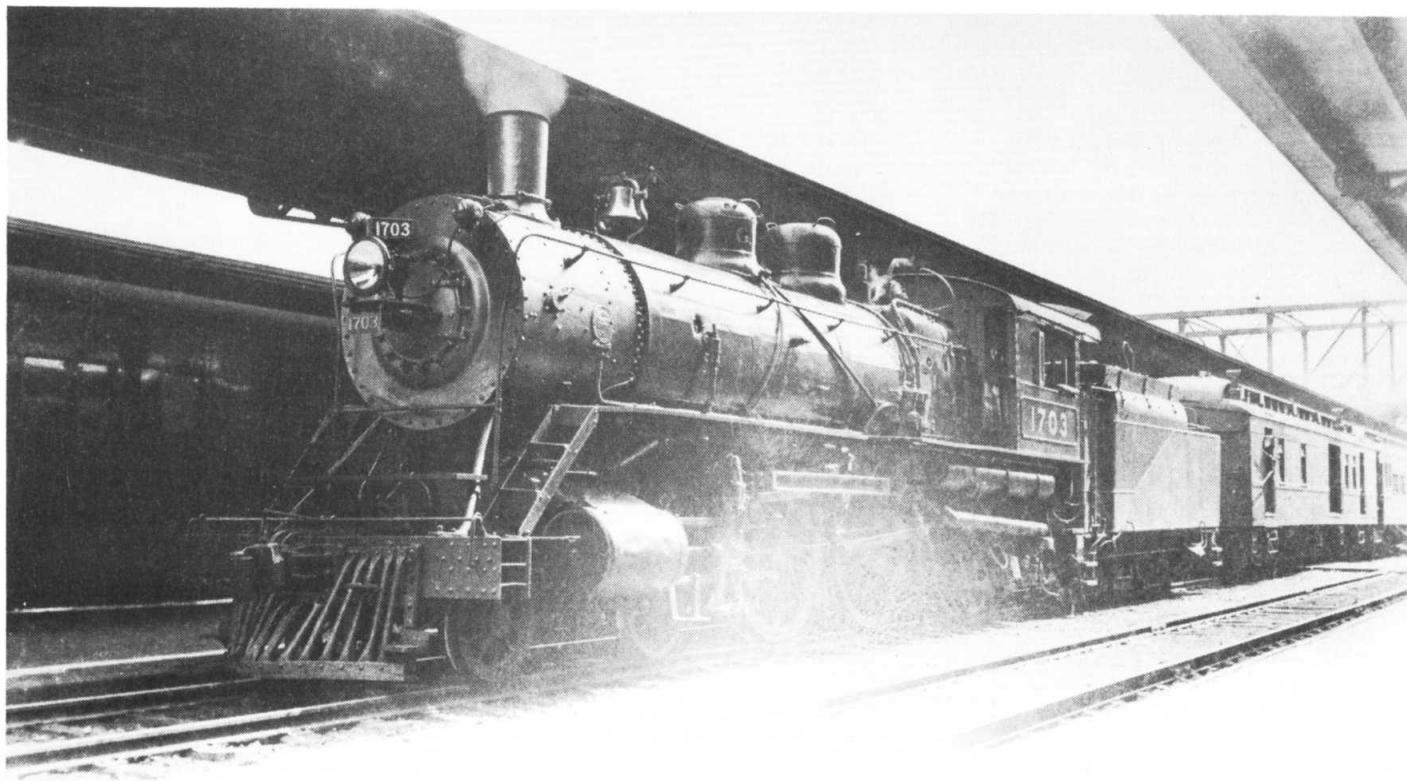
Daily service is a far cry from what shippers faced before DM&E took over, when only one daily freight to Huron and Winona operated on an erratic schedule.

Once again, this line is of interest to train watchers, and once again the reason is unusual motive power. For fans of the SD9, this is the railroad to watch. When formed, DM&E picked up North Western's remaining older SD9's, including the only two the M&StL ever owned albeit now with chopped noses. The shortline also cleaned out the Soo's re-

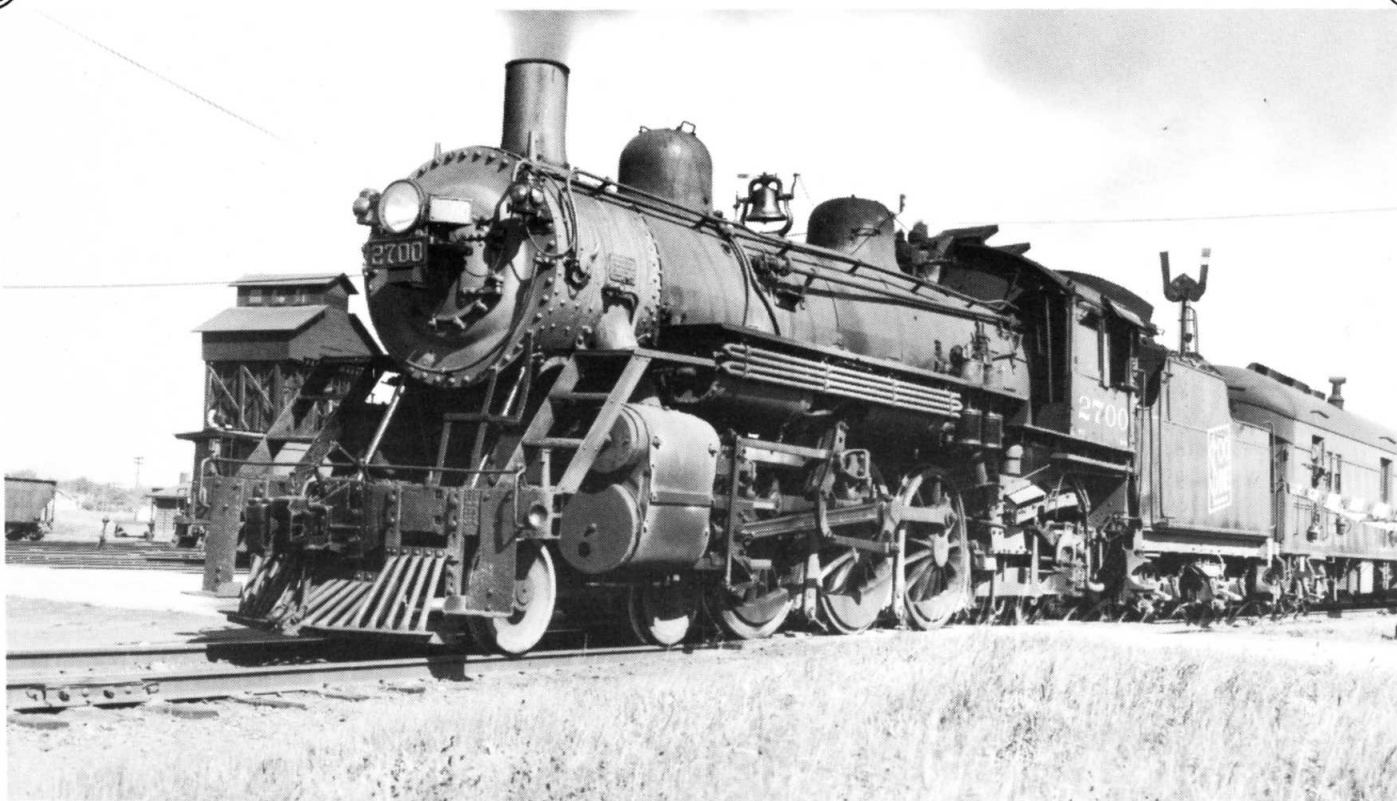
maining stock of ex-Milwaukee Road "SD10's," SD 7's and 9's which the Milwaukee had rebuilt at the West Milwaukee Shops. It also has picked up five ex-Norfolk & Western Geeps and will short-term lease Soo Line's seven GP7's. One SD10 has been repainted into DM&E's blue and yellow paint scheme.

## Short Items

Soo is receiving more ex-Western Pacific GP40's to be in service soon . . . Burlington Northern's leased Electro-Motive SD60's have been sighted in the Twin Cities and pulling coal trains in the Twin Ports; units are painted EMD blue and white and are maintained in Colorado . . . Chicago & North Western has torn up the wye at Hudson, WI, where MTM's Engine 328 excursion trains were turned; if mainline trips resume, 328 will have to run backward one way to or from St Paul . . . C&NW also is replacing classic semaphore signals between St Paul and Hudson with the more modern searchlight type; only a few of the old ones remain . . . Soo has repainted at least two ex-Milwaukee Road MP15's into standard Soo Line red and white; several other units are having their MILW identification painted out and are being renumbered.



Great Northern K-Class Atlantic No 1703 (4-4-2, Baldwin, 1906) latches onto a passenger train at Duluth Union Depot, August 9, 1931. Robert V Mehlenbeck Photo.



Soo Line H-Class Pacifics were standard passenger power in North Dakota, Minnesota and Wisconsin. A few are displayed including No 2718 at Eau Claire, WI. Tom Dethmers Collection.

## No 3 To North Dakota

- Aaron Isaacs

Those of us who grew up with the passenger trains of the 1950's and 60's saw the shrunken remnants of a people moving system that once penetrated into every corner of the Upper Midwest, and just about everywhere else. Nowhere was this more true than the linking of the Twin Cities with the State of North Dakota. Communities along the NP, GN and Soo mainlines, of course, received service two to three times a day, but they are not the focus of this story.

Most North Dakota towns were served once a day by a doodlebug or mixed train on a branchline. To a remarkable degree, these were timed to meet a single mainline train bearing the number 3. On the Northern Pacific, No 3 was the "Alaskan," the secondary train to Seattle. On the Soo Line, No 3 was the "Soo-Dominion" with through cars to Vancouver via the Canadian Pacific. Great Northern No 3 carried no name and was an all-stops local from St Paul to Williston, ND.

They all left St Paul between 9:35 and

10:15 p.m. By early morning they were beyond the Red River. The rest of the day would be spent turning over mail sacks and long suffering passengers to the branchline locals. By late evening the process was complete, only to begin again the next day.

Great Northern No 3 met no fewer than 14 North Dakota locals plus three more serving Minnesota. This was mainly due to the extraordinary group of 11 "wheat" branches extending like a picket fence from the Grand Forks-Williston main northward toward the Canadian border. At one time several of these branches extended into southern Manitoba. The chart outlines No 3's journey. The column labeled "2nd Connection" shows where branchlines themselves branched, and the primary branch train met a secondary one.

Not surprisingly, all this branchline activity led to overlapping service with alternate routes to the same small North Dakota towns. It would be overgenerous to call it competition, but travelers could choose between two differ-

Minneapolis, St. Paul & Sault  
Ste. Marie Railway

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ent, extremely slow trains to the Twin Cities. At the risk of boring the reader with lists, here they are:

**GN and SOO** - Bisbee, Rolette, Ome-  
mee, Lansford, Crosby, Conway, Ar-  
doch.

**NP and SOO** - Oakes, Moffit, Wilton.

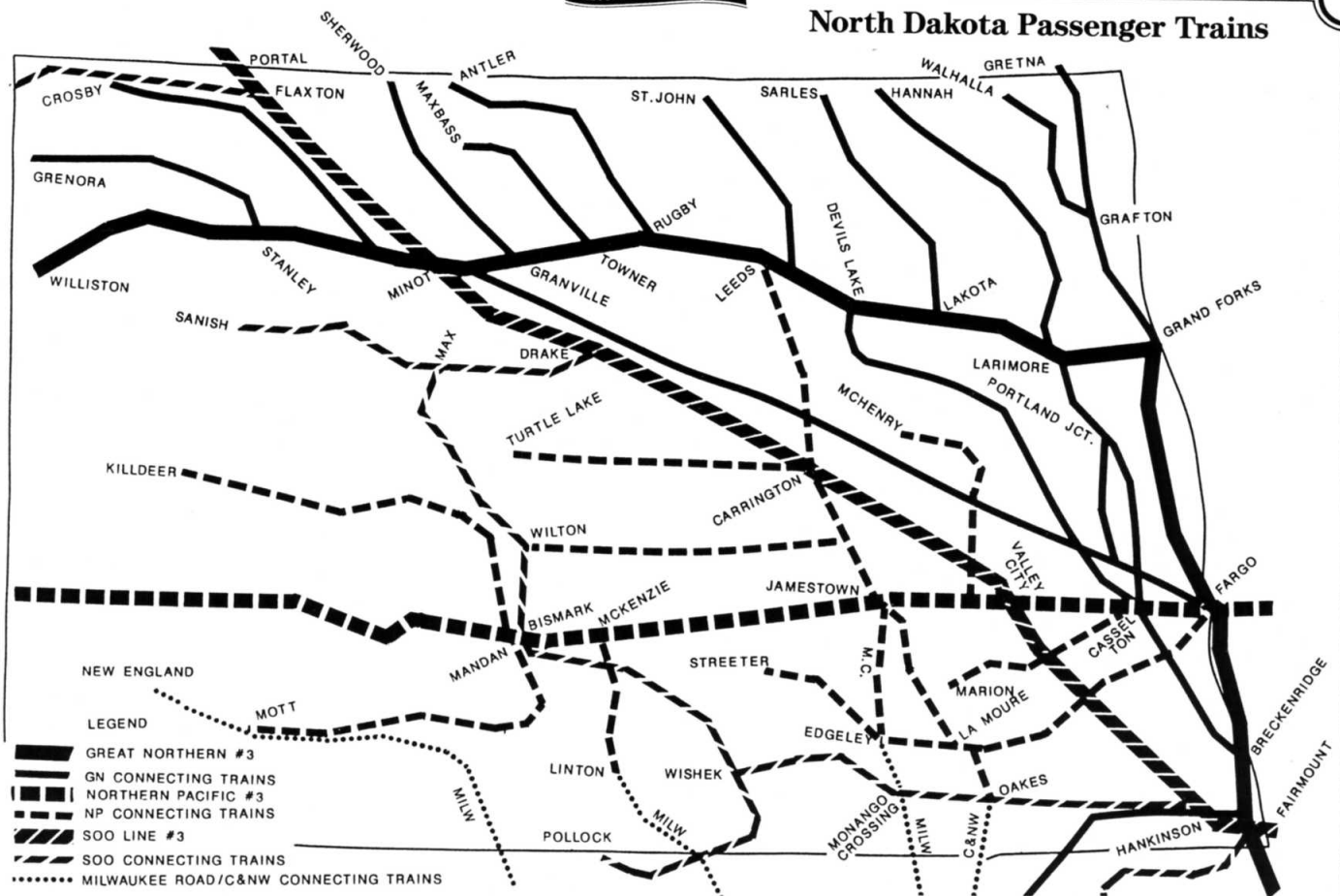
**NP and MILW** - Edgeley (plus **Mid-  
land Continental**), Linton, New Le-  
ipzig, Mott.

**NP and GN** - Davenport, Casselton (2  
GN lines.)

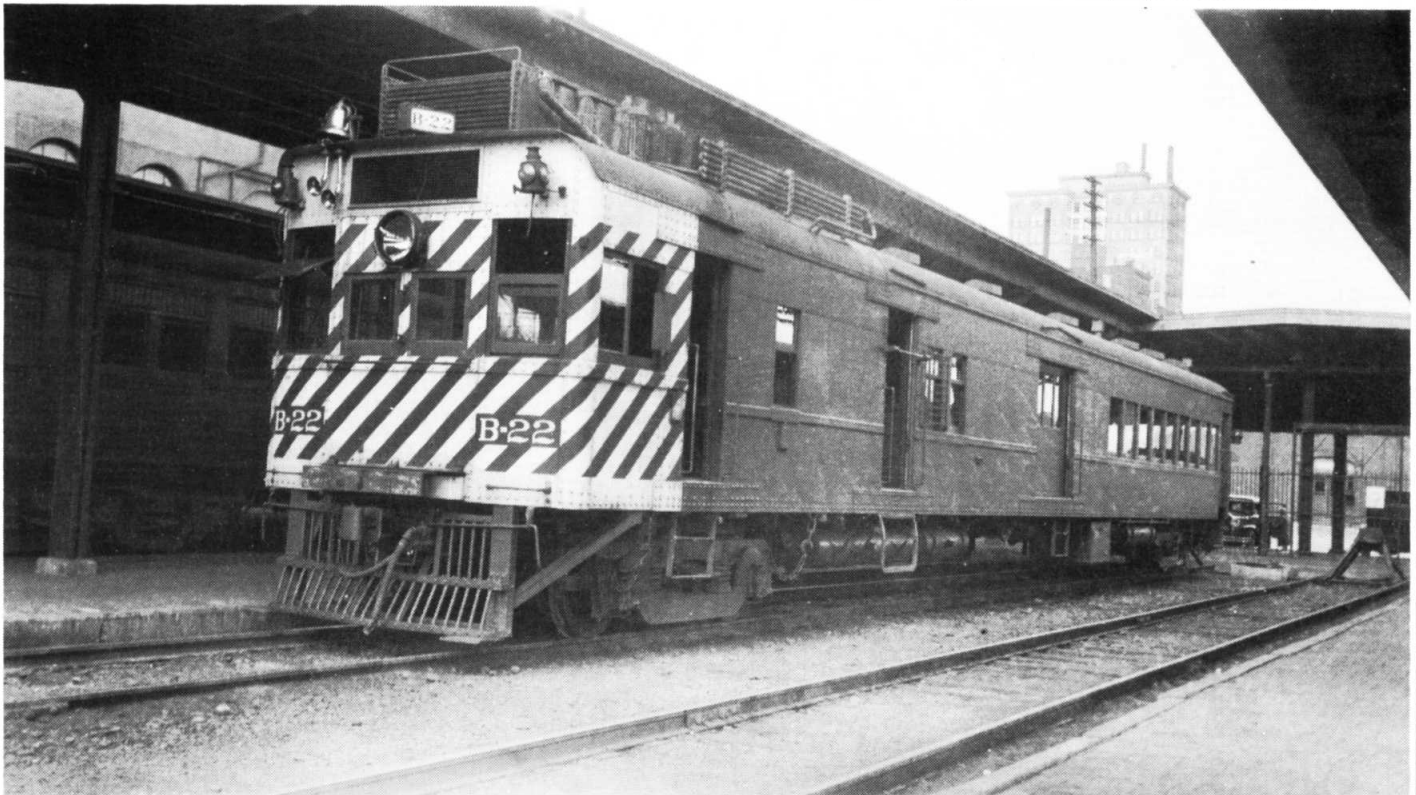
**MILW and SOO** - Monango Crossing.



## North Dakota Passenger Trains



If a North Dakota town had a railroad in 1941, it probably had two or more daily passenger trains. Map By Aaron Isaacs.



Northern Pacific doodlebug B-22 only two years old waits at Duluth Union Depot, August 9, 1931. Cars operated local services from Duluth to Ashland, WI, Staples, MN, and Oakes, ND. Robert V Mehlenbeck Photo.

# Train(s) No 3 To Dakota

		Connection	2nd Connection		Destination	AR
<b>Great Northern Train No 3</b>						
Minneapolis	10:05 PM				Sioux City IA	10:20 AM
Willmar MN	1:00 AM	1:50 AM	Garretson SD	7:35 AM	Yankton SD	11:15
				7:35	Browns Valley MN	9:00
Benson	2:01	5:30 MWF			Aberdeen SD	8:30
Campbell	4:10	4:20			Larimore ND	10:45
Breckenridge	4:40	5:15			Noyes MN	1:20 PM
Moorhead	6:15	6:20	Crookston MN	9:05	Warroad MN	1:50
				9:05	Minot via main	6:30
Fargo ND	6:20	6:30			Devils Lake ND	1:15
		7:00			via Casselton	
		8:25 MWF			Portland Jct	11:40 AM
Grand Forks	8:50	10:20			Hannah ND	3:35 PM
		10:25	Grafton ND	12:36 PM	Gretna MB	2:55
				12:46	Walhalla ND	3:10
Lakota	11:04	11:20			Sarles	2:20
Devils Lake	12:01 PM	1:40 PM			St John ND	5:10
Rugby	1:44	4:45			Antler	8:00
Towner	2:19	4:05			Maxbass	6:20
Granville	2:57	3:30			Sherwood	6:45
Minot	3:40	3:45			Crosby	8:35
Stanley	6:10	7:30			Grenora	12:30 AM

## Northern Pacific Train No 3

Optimistically, NP No 3 met ten North Dakota branchline trains, including the mis-named Midland Continental Railroad.

Minneapolis	11:05 PM				Streeter ND	4:15 PM
Fargo ND	5:41 AM	7:05 AM*			Marion	12:45
		7:20*			McHenry	12:15
Valley City	7:31	7:40*			Leeds	12:37
Jamestown	8:38	9:05	Carrington ND	10:37 AM	Turtle Lake	4:20
				11:35*	Wilton	1:40
		9:20			Edgeley	11:40 AM
		9:30	(Mid.Cont.RR)		Oakes	12:35 PM
		8:50*			Linton	1:20
McKenzie	11:11	11:15*			Killdeer	6:00
Mandan	12:05 PM	1:00 PM			Mott	6:05
		1:05				

## Soo Line Train No 3

Soo Line No 3 met four North Dakota branchline trains, which in turn connected with three others making two different routes to Bismark.

Minneapolis	10:40 PM				Grenville SD	11:40 AM
Fairmont ND	3:39 AM	7:20 AM*			Bismark	6:20 PM
Hankinson	4:20	5:45*	Wishek ND	1:00 PM	Pollock	5:40
				2:05*	Bismark	4:25
Drake	10:32	11:35	Max ND	1:20	Sanish	6:10
				1:30*	Whitetail MT	8:40
Flaxton	1:48 PM	2:00 PM**				

If this weren't enough, the Soo's "Winnipeg" made a wee-hours connection at Thief River Falls, MN, with the "wheat line" to Kenmare, ND. Finally, the extension of the "Morning Hiawatha" from Chicago and Minneapolis fed three North Dakota and two South Dakota branchlines.

## Milwaukee Road Train No 5

Minneapolis	10:00 PM				Mitchell SD	12:25 PM
Aberdeen SD	6:35 AM	8:00 AM			Edgeley ND	11:30 AM
		8:15*			Linton	2:00 PM
Roscoe SD	8:13	8:20*			Faith SD	6:00
Mobridge SD	9:00	9:35**			New England ND	4:50
McLaughlin SD	10:36	10:50**				

\* Mixed Train; \*\* Mixed and doodlebug on alternate days.



In the 1950's, Northern Pacific offered modern connecting services with stainless steel Budd RDC cars. Routes connected Winnipeg to the mainline at Fargo, and Duluth to Staples with coordinated schedules for easy connections to east-west through trains. Here a pair of RDC-3's descend the Skalley line into Duluth on a Minnesota Railfans Association special in the 1960's. Joe Elliott Photo.

## THE SOO HOTEL

WM. R. HAWES, PROP.

Recently Enlarged and Refurnished  
RATES REASONABLE  
Livery Barn in Connection

ASHLEY, N. D.

In addition, the NP reached LaMoure and Independence from two different directions.

With all four railroads running their networks of connecting trains on about the same schedule, convenient interline connections were possible. Whether this was planned or not is unclear. Two different north-south routes existed between Jamestown, ND, and Aberdeen, SD. The first was the NP mixed train via Oakes, and the second the C&NW which ventured into the State with only this

one branch. The second transferred passengers between the Milwaukee Road mixed and the Midland Continental gas-electric car at Edgeley.

The network of branchline connections remained largely intact through the 1950's. The 1956 Official Guide shows a number of doodlebug runs downgraded to mixed trains. On the other hand the rescheduling of the "Empire Builder" to a west-bound overnight from Minneapolis dramatically improved travel time to connecting branches west of Minot.

By 1963, things had largely unraveled. GN converted No 3 to the daytime "Dakotan" while leaving the branch schedules largely unchanged, although some had gone freight-only by this time. Except for the Crosby and Grenora branches, the connections were gone. NP's branches mostly were freight-only. Only the Mott and Killdeer branches out of Mandan remained unchanged. The Soo Line soldiered on with all its

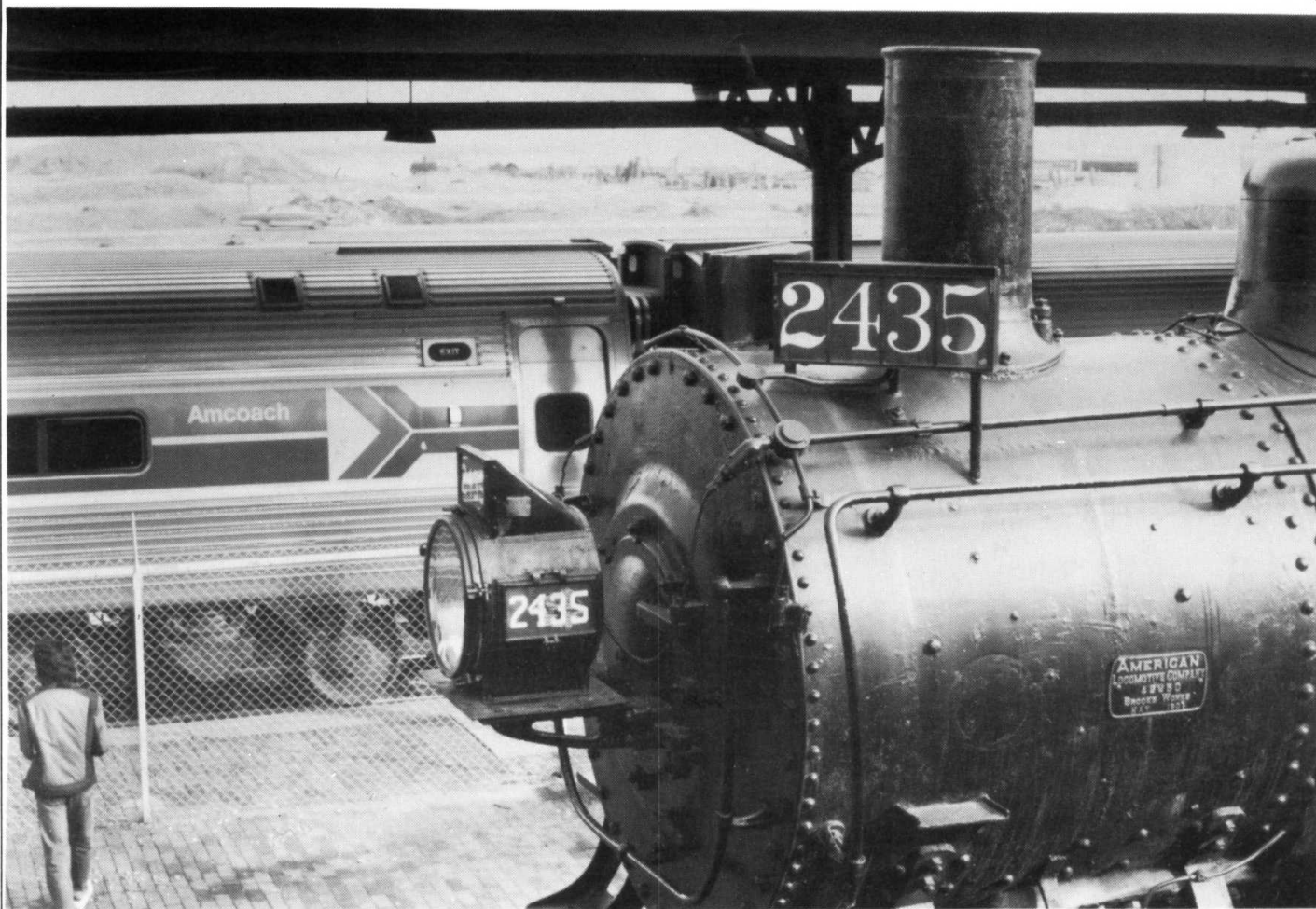
through and connecting trains intact until the "Soo-Dominion" itself was downgraded to a mixed finally terminated in 1963.

Local railfans apparently took few photos of the trains numbered 3 because of their nighttime departures from the Twin Cities. Daylight photos of them would have been taken in western North Dakota, and so few have been found.

### About The Rear Cover

Old and new meet at the Duluth Depot, April 21, 1979. Amtrak's "Northstar" overnighter to St Paul, Milwaukee and Chicago lays over beside ex-Northern Pacific Class T-1 Prairie engine No 2435 (2-6-2, Alco, 1906.) The engine belongs to the large **Lake Superior Museum of Transportation And Industry** collection. The "Northstar" fell victim to legislative cost-cutting in 1985. **Bill Graham Photo.**





## MTM Membership Application

The all-volunteer nonprofit Minnesota Transportation Museum was formed in 1962 for the purpose of finding, restoring and operating vintage rail equipment for the education and the enjoyment of the public as a reminder of days gone by. If you like what you see in this magazine, how about becoming a member and helping us? It is a rich experience filled with fun and tradition. Join us today!

- ☐ MTM FAMILY Membership (\$25 per year.) All members over 18 eligible to operate museum equipment.
- ☐ MTM ACTIVE Membership (\$20 per year.) Eligible to operate museum equipment.
- ☐ MTM ASSOCIATE Membership (\$15 per year.)

All members receive the bi-monthly **Minnegazette** by 3rd Class Mail. For 1st Class delivery, please add \$5 to your membership and check here. ☐

- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax deductible).

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State & Zip \_\_\_\_\_

Mail to: **Minnesota Transportation Museum, Inc.**

P.O. Box 1300, Hopkins, MN 55343



# MINNESOTA STREETCAR MUSEUM

PO Box 16509  
Minneapolis, MN 55416-0509  
[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

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